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| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b> | <b>Date:</b>       | <b>15 May 2025</b>     |
| <b>Report By:</b>       | <b>Head of Physical Assets</b>                  | <b>Report No:</b>  | <b>ENV029/25/SJ/EM</b> |
| <b>Contact Officer:</b> | <b>Eddie Montgomery</b>                         | <b>Contact No:</b> | <b>01475 712472</b>    |
| <b>Subject:</b>         | <b>National Strategy for 20mph - Update</b>     |                    |                        |

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## 1.0 PURPOSE AND SUMMARY

1.1 ☒ For Decision ☐ For Information/Noting

1.2 The purpose of this report is to inform the Committee of the ongoing engagement with Transport Scotland on the commitment from the Scottish Government to implement the National Strategy for 20mph speed limits in all appropriate roads in built up areas by 2025.

1.3 The report confirms the recent communication from Transport Scotland indicating a commitment to a funding award in 2025/26 for implementation and outlines the next steps and anticipated time frames subject to Committee direction on implementation.

## 2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- Note that Transport Scotland have indicated that £493,000 of funding will be made available in 2025/26 to implement 20mph Speed Limits across Inverclyde.
- Note Transport Scotland's proposed route to implementation by promotion of a number of Temporary Traffic Regulation Orders (TTRO), followed by consultation to assess the success of the schemes to identify any changes and with final implementation through formal consultation and promotion of permanent Speed Limit Orders (SLOs).
- Note projected programme for implementation and the challenges associated with meeting those timescales.
- Provide direction on whether to progress the implementation of 20mph speed limits on the 1,073 roads across Inverclyde identified as being suitable for speed limit reduction based on the Transport Scotland issued roads assessment guidance and criteria.
- Note the Transport Scotland position on funding for implementation which is only able to be confirmed for 2025/26 at this time and the risks passed to the Council associated with funding for the final promotion of SLO's in 2026/27, and any further soft measures and (where deemed necessary) any physical speed management measures, for roads not reaching a desired level of speed compliance.

**Eddie Montgomery**  
**Head of Physical Assets**

### 3.0 BACKGROUND AND CONTEXT

- 3.1 The report to the Environment and Regeneration Committee of 13<sup>th</sup> March 2025 provided the background on the National Strategy for 20mph and the procedure, based on road assessment guidance issued by Transport Scotland, for determining what roads are suitable to have their speed limits reduced including the outcome of that assessment. That Committee noted and agreed the principles of 20mph speed limits and the roads identified during the March 2023 assessment (and subsequent amendments) which indicated the number of roads suitable for a speed limit reduction based on the Road Assessment Guidance issued by Transport Scotland.
- 3.2 Transport Scotland have also confirmed in communications that the road criteria originated from article 11 of the UN Stockholm declaration: mandate a maximum road travel speed of 30km/h in areas where vulnerable roads users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe (decision should no longer be influenced by traffic speeds). This declaration is supported by the Scottish Government.
- 3.3 An updated summary of the findings is outlined in the table below:

| Total Number of Existing                    | Total Number (Re-assessed) |
|---|----------------------------|
| Section A - 20mph roads remaining at 20mph  | 34                         |
| Section B - 20mph roads increasing to 30mph | 0                          |
| Section C - 30mph roads remaining at 30mph  | 25                         |
| Section D - 30mph roads changing to 20mph   | 1,073                      |

The roads which are proposed to remain at 30mph are listed in Appendix 1 (these exclude trunk roads which are being actioned by Transport Scotland). The numbers have altered slightly from those reported to the March Committee following re-assessment/checking.

- 3.4 As outlined in the March 25 report, Transport Scotland recommendations are that the implementation of 20mph speed limits be progressed using TTROs followed by permanent SLOs to align with the timescales being targeted.
- 3.5 The estimated costs and indicative timescales to introduce the 20mph speed limits including promotion of TTROs, promotion of SLOs, Independent Reporter, etc. are as outlined below:

| Item / Action   | Estimated Timescales | Estimated Costs £000 |
|---|----------------------|----------------------|
| Promotion of TTROs  | Sept 25              | 36                   |
| Effective date of TTROs   | Sept 25              | -                    |
| Signs & Lines   | May-Nov 25           | 442                  |
| Public Feedback   | Dec 25-Feb 26        | 5                    |
| Amendments to extent of 20mph speed limits (if any following consultation and officer observations) | Jan-Mar 26           | 10                   |
| <b>Estimated Cost 2025/26</b>   |                      | <b>493</b>           |
| <i>Without objections</i>   |                      |                      |
| Promotion of SLOs   | Jan-June 26          | 25                   |
| Effective date of SLOs  | Dec 26               | -                    |
| <i>With Maintained objections</i>   |                      |                      |
| Independent Reporter  | Dec 26-April 27      | 22.5                 |
| Effective date of SLOs  | May 27               | -                    |
| Monitoring and Evaluation   | Jan-May 27           | 51                   |
| <b>Estimated Cost 2026/27</b>   |                      | <b>98.5</b>          |
| <b>Total Cost</b>   |                      | <b>591.5</b>         |

3.6 As also confirmed in the March 2025 report the assessment of the roads undertaken using the Transport Scotland guidance and criteria resulted in the majority of roads requiring 20mph signage only, however, 15 roads were identified for speed reduction measures with a further 97 roads which may require speed reduction measures. As previously confirmed the most recent Transport Scotland Guidance (31st October 2024) states that Local Authorities should consider the introduction of 20mph speed limits indicated **by speed limit signs only, with no supporting speed reduction features and with monitoring and evaluation post implementation** to identify any not reaching a desired level of speed compliance through the following criteria:

- 0-25 mph - No speed management required;
- 26-30 mph – Softer measures required, signs and lines;
- Above 30 mph – speed management measures are required to achieve better compliance. These should again be signs and lines. This should be monitored again prior to implementing any physical measures. All these should be exhausted before consideration is given to return a road to 30mph.

During the engagement with Transport Scotland to date, earlier estimates for implementation have included costs for traffic calming consultation and installation for the 15 identified and 97 potential roads totalling circa £2.36m. The position adopted by Transport Scotland has previously been clarified as outlined above with no commitment to funding for speed reduction measures.

3.7 It should be noted that more recent communication with Transport Scotland indicates that the position on speed reduction measures may be revisited with the most recent advice stating that the funding of speed reduction measures would be considered by Transport Scotland as long as they were evidence based and reasonable. There remains a risk associated with this as outlined in 5.3 below.

3.8 The Committee is requested to note the following summary of the engagement with Transport Scotland in 2025 to date:

- there has been email communication confirming the commitment to a funding award of £493,000 in 2025/26 to progress the implementation of 20mph Speed Limits across Inverclyde.
- the email communication also acknowledged the funding requirement for 2026/27 and confirmed that they are unable to advise on awards of multi-year funding due to the Scottish Budget being agreed on an annual basis. It was confirmed that this would be revisited nearer the time.
- there has been no confirmation of any funding for physical speed reduction measures should recorded speeds be higher than anticipated post implementation, however it has been confirmed that they would consider funding subject to any request being evidence based and reasonable.

## 4.0 PROPOSALS

4.1 The Committee is requested to note the communication from Transport Scotland and the commitment to funding in 2025/26 for the implementation of 20mph speed limits across Inverclyde.

4.2 The Committee is requested to provide direction on implementation to allow Officers to commence the Temporary Traffic Regulation Order (TTRO) process to reduce the speed limits on the 1,073 roads across Inverclyde. Officers will also engage with external contractors to install the signs and road markings required.

- 4.3 On completion of the TTRO and the installation of the signs and markings there will be a consultation to assess the success of the schemes, and this will include traffic surveys in addition to public consultations.
- 4.4 Officers will evaluate any changes required and these will be implemented prior to the formal consultation and the promotion of the permanent Speed Limit Orders (SLOs). It should also be noted that the progression of the orders is likely to be on a phased basis prioritising areas with the highest number of accidents and number of trip generators and will also be subject to a further funding commitment from Transport Scotland for 2026/27.
- 4.5 On completion of the SLOs a traffic survey will be conducted to determine if any further measures are required. As outlined above, Transport Scotland have not made any firm commitment to fund physical measures. Officers will continue dialogue with Transport Scotland on completion of the traffic surveys and assessments.

## 5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

| SUBJECT   | YES | NO |
|---|-----|----|
| Financial   | X   |    |
| Legal/Risk  | X   |    |
| Human Resources   |     | X  |
| Strategic (Partnership Plan/Council Plan)                                     | X   |    |
| Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing |     | X  |
| Environmental & Sustainability  |     | X  |
| Data Protection   |     | X  |

## 5.2 Finance

One off Costs

| Cost Centre  | Budget Heading | Budget Years | Proposed Spend this Report £000 | Virement From | Other Comments                            |
|--------------|----------------|--------------|---------------------------------|---------------|---|
| Roads        | 20MPH          | 2025/26      | 423                             |               | Implementation of 20mph speed limits      |
| Roads /Legal | 20MPH          | 2025/26      | 70                              |               | Staff Costs for Roads and Legal Services. |
|              |                |              | <b>493</b>                      |               | Funding from Transport Scotland           |

## Annually Recurring Costs/ (Savings)

| Cost Centre | Budget Heading | With Effect from | Proposed Spend this Report £000 | Virement From (If Applicable) | Other Comments   |
|-------------|----------------|------------------|---------------------------------|-------------------------------|--|
| Roads       | -              | -                | **1                             |                               | Maintenance of road markings, signs and traffic calming. |
| Roads       |                |                  | **1                             |                               | Sign lighting  |

\*\*will be contained within existing budgets

### 5.3 Legal/Risk

It will be necessary to promote a number of Temporary Traffic Regulation Orders at the implementation stage followed by permanent Speed Limiting Orders. There are inherent risks of objections to these orders which could lead to delays and which may have implications for increased costs.

As outlined above, Transport Scotland implementation guidance is that Local Authorities should consider the introduction of 20mph speed limits indicated by speed limit signs only, with no supporting speed reduction features and with no funding currently being provided for speed reduction measures. There is a risk associated with any monitoring and evaluation post implementation identifying roads that have not reached a desired level of speed compliance where either soft measures or physical speed reduction measures may require to be considered with the funding risk of these currently unresolved and potentially falling to the Council. There are associated reputational risks linked to the inability of the Council to fund any further measures ahead of decisions to return roads to 30mph.

### 5.4 Human Resources

The work involved for the Roads Service and the Legal Service will require the existing workload/waiting list for TRO's and other orders to be analysed and decisions made as to prioritisation.

### 5.5 Strategic

The implementation of the National Strategy for 20mph speed limits in all appropriate roads in built up areas in Inverclyde by 2025 aligns with the Council Plan vision and priorities to ensure Inverclyde is a safe place to work and live.

### 5.6 Equalities, Fairer Scotland Duty & Children/Young People

#### (a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

|   |  |
|---|--|
| x | YES – Assessed as relevant and an EqIA is required.  |
|   | NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. |

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

|   |  |
|---|--|
|   | YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed. |
| x | NO – Assessed as not relevant under the Fairer Scotland Duty.  |

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

|   |   |
|---|---|
|   | YES – Assessed as relevant and a CRWIA is required.   |
| x | NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights. |

**5.7 Environmental/Sustainability**

Has a Strategic Environmental Assessment been carried out?

|   |   |
|---|---|
|   | YES – assessed as relevant and a Strategic Environmental Assessment is required.  |
| x | NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented. |

**5.8 Data Protection**

Has a Data Protection Impact Assessment been carried out?

|   |  |
|---|--|
|   | YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.                                    |
| x | NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals. |

**6.0 CONSULTATION**

6.1 Legal Services have been consulted.

**7.0 BACKGROUND PAPERS**

7.1 National Strategy for 20mph – Update. Environment and Regeneration Committee 13 March 2025.

**Roads Proposed to Remain at 30mph**

- A761 Clune Brae, Port Glasgow – (full length)
- A761 Kilmacolm Road, Port Glasgow (Clune Brae to Arran Avenue)
- A770 Albert Road, Gourock (from the northwest boundary of No. 15 Albert Road to Ashton Road)
- A770 Ashton Road, Gourock (full length)
- A770 Cloch Road, Gourock (full length)
- A770 Eldon Street, Greenock (Brougham Street to Battery Park Avenue)
- Auchenfoil Lane, Port Glasgow (full length)
- Auchenfoil Road, Port Glasgow (full length)
- Barr's Brae, Port Glasgow (full length)
- Bogston Lane, Greenock (full length)
- Burnhead Road, Port Glasgow (full length)
- Burnhead Lane, Port Glasgow (full length)
- Duchal Street, Port Glasgow (full length)
- Faulds Park Road, Gourock (full length)
- Fullarton Lane, Greenock (full length)
- Gareloch Lane, Port Glasgow (full length)
- Gareloch Road, Port Glasgow (full length)
- Glasgow Road, Port Glasgow (full length)
- Kilallan Road, (full length)
- Knocknair Street, Port Glasgow (full length)
- Lurg Street, Port Glasgow (full length)
- Muirshel Lane, Port Glasgow (full length)
- Muirshel Road, Port Glasgow (full length)
- Old Largs Road, Greenock (Drumfrochar Road to Speed Limit change)
- Parklea Road, Port Glasgow (full length)